



**SUMMER 2002**

## **Adding New Life To Frankenstein Trestle In Crawford Notch**

*Bridge Maintenance and Rail and Transit Team Up For Challenging Project*



It certainly qualifies for this year's "most scenic work zone" in New Hampshire. Perched high above Crawford notch in the White Mountains, Frankenstein Trestle was not your typical bridge maintenance project. The only traffic was an occasional hiker passing by 85 feet below, although the Conway Scenic Railroad was scheduled to resume its runs to the top of the notch in early July.

Repairs to the concrete abutments at each end of the 520-foot steel span began in the first week of April when NHDOT Bridge Maintenance Crew #2 moved in with equipment and materials via the only means

possible, a rail engine and flatcar. The task was to remove the deteriorated concrete that dated back to the early 1900's and rebuild the concrete caps on the granite block abutments and two piers.

"It (the concrete) still had a few years left in it," says Brian Lombard of the NHDOT's Bureau of Rail and Transit. "But we didn't want to wait until the concrete failed and we absolutely had to go in there and fix it, and shut down the railroad."

Work was scheduled in the spring before the Conway Scenic Railroad would begin summer operations.

*(continued on page 5)*

## **Flaming Fuselages At New State Facility Mean Better Trained Firefighters**

### ***Aeronautics Helps Make New Aircraft Rescue and Firefighting Facility A Reality***

It began as an idea shared by Jack Ferns, NHDOT's Director of Aeronautics, and New Hampshire Fire Academy Director Richard Mason at a Federal Aviation Administration Conference in Maine in the spring of 1997.

Five years later that idea became reality with the May 14, 2002 dedication of the Aircraft Rescue and Fire Fighting Training Facility (ARFF) in Concord.

The only facility of its kind in New England, ARFF will join 13 other similar simulators across the country as valuable FAA regional training centers for learning how to respond to and fight aircraft fires and fuel spills.

*(continued on page 10)*



**Flames replaced a ribbon-cutting for those attending the May 14 dedication ceremony of the state's new Aircraft and Rescue Fire Fighting Facility (ARFF) off Route 106 in Concord.**



## Commissioner's Corner

by  
Carol A. Murray

### IT'S THE PEOPLE WHO MAKE THE NHDOT SPECIAL

Whether those of us who work for the Department of Transportation like it or not, we are a high profile state agency.

We are in the transportation business, something that touches virtually every New Hampshire resident on a daily basis.

Many of our employees are highly visible state workers, plowing roads in the winter, maintaining highways in the summer, staffing Welcome Centers and toll facilities.

Our efforts to build and maintain a safe and efficient transportation system are aimed at improving the quality of life for New Hampshire's residents, businesses and visitors. By most accounts, we are very good at what we do.

But like any other high profile entity, we have our detractors. Criticism goes with the territory, and occasionally it is justified. In those cases we must be willing to listen, to review, to adjust and to respond accordingly.

What does get old, however, is the occasional well-worn attempt at name calling in the media and public forums, portraying the NHDOT as a faceless, uncaring bureaucracy.

When this bothers you, here's what you need to remind yourself. Our strength as a state agency is, and has always been, the people who work here.

Our 2,400 employees live in every corner of the state.

Many are active community members, serving on local boards and commissions, coaching youth sports teams, leading fund-raising efforts for churches and charities. Many are trained as problem-solvers and take that approach home to make our communities better places to live.

If helping others is a measurement of character, then this agency is a leader. I continually receive letters from residents and motorists who are thankful for kind and selfless acts by NHDOT employees that go above and beyond their job requirements.

Many of our employees view their co-workers as family. The recent loss of Glenn Duffin, Jr. left his colleagues in the Bureau of Transportation Planning devastated. Easing the pain ever so slightly was the comment by his wife, Patricia, at the end of a visit to the Morton Building, when she told me, "Now I know why he loved his job and liked to come to work every day."

This caring and closeness is why Turnpikes Assistant Patrol Foreman Scott Clarke summoned the courage to ask a New Hampshire legislative committee to name the Turnpikes Bureau's Merrimack Patrol Facility after Danny Carswell, who died on the job nearly five years ago.

I constantly hear heartwarming stories of employees donating sick time to help others through illness, and raising money for the United Way, breast cancer awareness, and the state employee Santa Fund, among other worthy charities.

These efforts are over and above the daily demands of the NHDOT's ever-growing workload. They represent the kind of closeness among workers and the desire to work together to reach common goals that make this a special place to work. It's the people who make us special.



*Committed to Excellence,  
Safety, Innovation, and the Future.*

### Summer 2002

Governor.....Jeanne Shaheen  
Commissioner.....Carol Murray  
Assistant Commissioner.....Gilbert Rogers  
On the Move Editor.....Bill Boynton

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**DICK JOY HASN'T LET SERIOUS INJURIES KEEP HIM FROM WORKING  
TURNPIKES EMPLOYEE WAS STRUCK AT HAMPTON TOLL DURING HIGH SPEED CHASE**

The busy Labor Day Weekend was over and it was a pretty routine workday at the Hampton Toll Plaza on Interstate 95. But September 5, 2000 was about to become a day Dick Joy would never forget.

Joy was working as a "lane person", making sure all toll attendants had enough token rolls and change. It was 12:20 pm and he had just made a delivery to north lane 5 and was crossing at north lane 2 when it happened.

"I heard it, but I never saw it," Joy remembers. "There was no warning. I had a chance to take one more step before they hit me. Otherwise I wouldn't be here today."

His next sensation was pain. Lots of pain. The 68-year old Turnpikes employee had been struck by a stolen car filled with four juveniles that was involved in a high-speed chase across state lines. The driver, a 16-year old from Andover, Massachusetts, had apparently veered into lane two at the last second to avoid a truck that had stopped to pay the toll.

The stolen car kept going. Dick Joy lay where he was struck. His injuries included a dislocated right kneecap, broken bones in his left ankle and an open gash on his lower left leg.

"It happened so fast, everybody was stunned," co-worker Beth Syvertson told the *Hampton Union* newspaper.

"For seven years Dick has been very safe about crossing the booths," Turnpikes assistant administrator Jon Hanson said at the time of the incident. "This was a case where he couldn't have done anything about it."

Joy was taken to Exeter Hospital, then airlifted to Beth Israel Deaconess Hospital in Boston where he underwent 14 hours of surgery. He would be hospitalized for 9 weeks, face several more operations and sit in a wheelchair for many months before he could walk again.

During his absence, Dick was widely missed by concerned co-workers and drivers. "He's great," Beth Syvertson said ten days after the incident. "Always full of fun and willing to help. Even at the spur of the moment. He has even given rides to complete strangers who had a flat tire."

Amazingly, Dick Joy returned to work in June of 2001 and continues to work part-time as a substitute shift leader at the Hampton Toll. It was a long road to recovery and he still walks with a slight limp.

"I don't go out to the booths anymore. I'm not agile enough," Dick says.

While Joy continues to live with the results of a crime, the courts have finally dealt with the teenage driver who nearly killed him with a car. At a sentencing hearing in April, Joy gave a victim's statement in Hillsborough County Superior Court. The driver, now 18, read an apology and was sentenced to 2 ½ to 6 years in jail after pleading guilty to three felony charges. His mother told Dick she had waited 19 months to tell him she was sorry.

"It was a very emotional day," Dick Joy says. "I left the courtroom feeling very sad. Sad that the whole thing happened. I hope the kid gets out of jail and becomes a decent human being."

Dick Joy is still dealing with medical issues connected to that awful day, but he says he's not bitter about what happened. He adds that the NHDOT and the Turnpikes Bureau "have bent over backwards to ease him back into the workforce." He was even a good sport when fellow employees teased he was more than welcome "to come back as a speed bump."

Dick recently spoke to a group of NHDOT employees as part of a workman's compensation "Back to Work" program. He completed his 9<sup>th</sup> year as a NHDOT employee on May 23 and has no immediate plans to retire.

"I really enjoy myself there," Joy says. "It's close to my house and the people are nice."



**Dick Joy did not let a serious injury keep him from returning to work at Hampton Toll where he works as a substitute shift leader.**



## **BROCHURE HIGHLIGHTS FINDINGS OF U.S. ROUTE 2 CORRIDOR STUDY**

While some envision it as a four lane east-west corridor stretching from the Atlantic Ocean to New York State, others are more concerned with how to more effectively utilize the highway known as U.S. Route 2 in New Hampshire's North Country.

The New Hampshire segment of Route 2 consists of a 35.5 mile corridor passing through the towns of Shelburne, Gorham, Randolph, Jefferson and Lancaster.

Since January 2001, the NHDOT's Bureau of Transportation Planning has been working with community members from the five towns, the NH Office of State Planning and the North Country Council, looking into what can be done to improve the traffic capacity and safety of the highway.

"The primary goals of the Route 2 Study are to protect the quality of life along the corridor, maintain the village centers and improve the safety of Route 2," says NHDOT Project Manager Ram Maddali, who worked on the project with Ansel Sanborn and Steve DuBois.

Utilizing many of the techniques and materials generated by the earlier NH Route 16 Study, the Route 2 Study was "community-driven," with the people living in the affected towns identifying issues and possible solutions along the corridor in many public sessions. An overall goal was to develop a regional perspective for the Route 2 corridor while maintaining the individuality of each corridor community.

"Our role was to talk to the communities about what issues they think are important associated with Route 2, and to work with them to continually address and resolve those issues," says Transportation Planning Administrator Ansel Sanborn.

The results of the first phase of the study are illustrated in a brochure that lists conclusions and suggestions in such areas as land use, access management, transportation and bike/pedestrian facilities. There are proposals for each town, as well as corridor-wide recommendations.

Some corridor-wide goals include: constructing pullouts for tourists, providing bicycle accommodations, adding turning lanes when upgrading major intersections, reviewing the feasibility of alternate routes off Route 2 and developing a Regional Master Plan that would encompass land use, transportation and economic development.

Copies of the Corridor Wide Report and each of the community reports are available at the five participating communities' town halls, the NHDOT and at the North Country Council in Bethlehem.



**The scenic U.S. Route 2 corridor passes through five North Country towns.**



**The regional bike maps didn't stay long on the NHDOT display table at the Governor's Tourism Conference.**

### **New Regional Bike Maps Popular At Governor's Conference on Tourism**

It appears the tourism folks don't need much convincing about the popularity of the new regional bicycle maps produced by the Bureau of Transportation Planning. More than 4,000 maps were distributed at the annual Governor's Conference on Tourism at the Balsams Resort in Dixville Notch May 22-24, and many more orders were placed for cases of the eight regional bike maps.

The NHDOT's effort at the conference focused on getting the word out about the bike maps, and also featured presentations on the agency's involvement with improving traveler information through intelligent transportation systems and the 5-1-1 initiative, which is expected to be launched in New Hampshire, Maine and Vermont later this year.

## Bridge Maintenance Crew Takes On A Monster Job At Frankenstein Trestle

(continued from page one)

It's a unique location and a unique job," said Crew 2 Superintendent Steve Canton. "But it's bread and butter work, concrete and steel demolition and the pride of rebuilding."

The logistical challenge involved transferring materials from trucks to flatbed rail cars at the Arethusa Falls trailhead for the five-minute ride on the rails to the bridge. Weather could also be a factor, but would not stop the work.

"We've been out here in all kinds of weather," Canton said. "Horizontal snow, high winds, heavy rain, but we've missed no work whatsoever. That's why Commissioner Murray issues us rain gear."

The only interruption came when the Audubon Society and NH Fish and Game raised a concern about the noise impact of the jackhammers on some nearby nesting Peregrine Falcons. Work resumed when it was determined there was no problem since the work area was a long distance from the nest.

Canton credited his crew, that ranged in experience from three months to 29 years, for the steady progress in repairing the bridge. A high rail mounted excavator on loan from the Lincoln and Plymouth Railroad provided major assistance to the labor-intensive project.

Bridge Maintenance Crew #2 members include: Steve Canton (Superintendent), Ted Lang (Foreman), Tom Clement, Mark Huntoon, John Leonard, Terry Towle, Sr., and Ken Wetmore III.



Labor intensive jackhammer work was required to break up the aging concrete before new concrete caps could be poured.



Work on Frankenstein Trestle got underway in April.

### THE HISTORY OF FRANKENSTEIN TRESTLE

The Frankenstein Trestle was constructed by the Portland & Ogdensburg Railroad Company in 1875.

Considered a great engineering feat both then and now, Frankenstein Trestle is one of several magnificent railroad bridges built in Crawford Notch, which has some of the highest, longest, and most spectacular railroad trestles in the eastern United States.

The construction of the Mountain Division through Crawford Notch was challenging when constructed between 1870 and 1875, and remains the wildest section of operating railroad in New Hampshire (not counting the cog railway). The railroad grade rises almost 1300 feet in elevation over just 14.5 miles. Approximately 7 miles of track at the north end of the notch are cut into the side of the granite mountains.

The original Frankenstein Trestle was constructed of wood timbers in 1875, and a new wrought iron trestle with concrete abutments was constructed in 1892 by Union Bridge Company of Athens, PA.

As railroads began carrying more larger rail cars, the trestle needed to be strengthened to carry the heavier loads. In 1930, additional steel girders and piers bents, and two granite block and concrete piers were added to the existing structure by McClintic-Marshall Construction Co. of Buffalo, NY.

Portland & Ogdensburg went bankrupt in 1888 and the line was leased by the Maine Central Railroad which eventually bought the line in 1943. Maine Central Railroad provided passenger service until the mid-1970's and freight service until the 1980's.

The State of New Hampshire purchased the Mountain Division line in 1994 and Conway Scenic Railroad now provides tourist trips through Crawford Notch from June through October.



## A Quarter Century of Safety Plow Rallies Celebrated In District 4 Turnpikes Team Takes Top Honors In Annual Competition - District 5 Second

By Gary Clifford (District 3)  
Plow Rally Committee Chairman

The 25<sup>th</sup> Annual NHDOT Safety Plow Rally was held on Friday, May 10, 2002 at the Cheshire County Fairgrounds, Swanzey, NH, in Maintenance District 4.

Breezy spring weather conditions (sunny with temperatures in the mid 60's and no bugs) prevailed during the events. All Highway Maintenance Bureaus/ Districts, Turnpikes and Mechanical Services were represented by teams of highly qualified contestants.

Assistant Commissioner Gil Rogers cautiously but officially declared winter to be over (although some doubted it) and thanked all winter maintenance operations personnel for their outstanding efforts during an extended winter.

Thanks to ALL who participated. Hats off to the contestants, guests, family members, safety committees, and District 4 Staff (especially Richard Trempe and Steve Huckins and the PS411 Troy crew for their efforts and quick response to replace the plow used in the plow mount event).

Thanks also goes out to Robert Silk, President and Operations Manager for the Cheshire Fair Association, Linda Freese from Acadia Insurance and Cathy Sullivan from the Rowley Agency who supplied coffee, donuts and coffee cups and miscellaneous souvenirs for the contestants, Jack Edwards from the NH Safety Council, who supplied Maple Syrup souvenirs, and numerous others too many to mention who have made this yet another safe, enjoyable and successful Plow Rally.



Plow Rally Chairman Gary Clifford briefs teams prior to the start of the 2002 competition at the Cheshire County Fairgrounds in Swanzey.

### OVERALL WINNING TEAMS

<b>First Place</b>	Turnpikes	<b>James MacNichol</b> , Driver; <b>Scott Clarke</b> , Assistant
<b>Second Place</b>	District 5	<b>John Poole</b> , Driver; <b>Keith Rogers</b> , Assistant
<b>Third Place</b>	District 1	<b>Chris Brown</b> , Driver; <b>Patrick Doughty</b> , Assistant

### INDIVIDUAL EVENT WINNERS

<b>Safety Quiz</b>	District 4	<b>Ed Richards</b> , Driver; <b>Jon Flagg</b> , Assistant
<b>Defective Truck</b>	Mechanical Services	<b>John Rice</b> , Driver; <b>Darwin Moulton</b> , Assistant
<b>Plow Mount</b>	Turnpikes	<b>James MacNichol</b> , Driver; <b>Scott Clarke</b> , Assistant
<b>Wing Slalom</b>	District 5	<b>John Poole</b> , Driver; <b>Keith Rogers</b> , Assistant
<b>Texas Roll</b>	District 5	<b>John Poole</b> , Driver; <b>Keith Rogers</b> , Assistant

### INNOVATION WINNERS

<b>First Place</b>	District 3 - "The Limbinator"	<b>Thomas Norcross</b> (Patrol Section 303 Freedom)
<b>Second Place</b>	District 4 - Slip Resistant Steps on High Lift Wing Arm	<b>Patrol Section 413 Crew</b> - Rindge
<b>Third Place</b>	District 4 - Plow and Wing Blade Carrier Clamp	<b>Kevin Flanigan</b> (Patrol Section 414 Temple)

LOGO DESIGN WINNER - Lane Evans District 3

## 2002 Safety Plow Rally

### Turnpikes Team Captures First



Glenn Smith demonstrates the slip resistant steps on a plow truck's high lift wing arm that took second place in the innovations competition for District 4's Patrol Section 413 crew in Temple.



James MacNichol (above left) and Scott Clarke (right) from the Bureau of Turnpikes are congratulated by Plow Rally Chairman Gary Clifford and Assistant Commissioner Gil Rogers after winning overall honors in the 2002 competition held in Swanzy.

### Top Innovation



Thomas Norcross (District 3) impressed this year's judges with his innovation, the *Limbinator*, a chainsaw attached to a backhoe that can be used for trimming trees along roadsides. The panel of Assistant Commissioner Gil Rogers, Operations Director Lyle "Butch" Knowlton, and District 4 Engineer Doug Graham chose the *Limbinator* as this year's top innovation.



Once again Plow Rally participants ate well, thanks in part to District 4 chefs (left to right) Butch Leel (Maintenance Supervisor), Bob Hebert, (Highway Maintainer 3, 413 Rindge) and Bob Stocker, (Highway Patrol Foreman, 401 Charlestown).



### NEW HIRES

**Stephen Bouley**, Geological Explor. Tech., Materials & Research  
**Michael Hebert**, Highway Maintainer 2, Turnpikes  
**Robert Fish**, Bridge Maintainer 2, Bridge Maintenance  
**Michael Hughes**, Highway Maintainer 3, District 1  
**Shawn Graham**, Secretary 2, Materials & Research  
**Mark Rocheleau**, Highway Maintainer 1, District 5  
**Kristopher Levesque**, Highway Maintainer 1, Turnpikes  
**Michael McDonald**, Program Specialist 4, Human Resources  
**Philip Allan**, Civil Engineer 4, Construction  
**Mark Moore**, Survey Team Aide, Highway Design  
**Lionel Lanouette, Jr.**, Highway Maintainer 2, District 6  
**Stephen Bernard**, Right-of-Way Appraiser 1, ROW  
**Mark Moran**, Civil Engineer 1, Highway Design  
**George Rae**, Toll Attendant 1, Turnpikes  
**Lauren Howard II**, Highway Maintainer 1, District 4  
**Kimberly Lebrun**, Engineering Aide 1, Construction  
**Justin O'Neil**, Laborer, Turnpikes  
**Brian May**, Laborer, Traffic  
**Katelin, Langley**, Engineering Aide 1, Construction  
**Carol Jeffrey**, Information Center Attendant 1, District 4  
**James Herne**, Information Center Attendant 1, District 4  
**Warren Gee**, Information Center Attendant 1, District 4  
**Todd Welch**, Engineering Aide 1, Construction  
**Joyce Merrill**, Toll Attendant 1, Turnpikes  
**Judith Demos**, Toll Attendant 1, Turnpikes  
**Sean Myers**, Laborer, Turnpikes  
**Paul Blackwood**, Engineering Tech 1, Highway Design  
**Robert Eaton**, Civil Engineer 2, District 2  
**Ryan Lavoie**, Program Assistant 2, District 4  
**Jun Wan**, Civil Engineer 2, Transportation Planning

**Debra Matteau**, Account Clerk 3, Mechanical Services  
**Sylvia Smith**, Civil Engineer 1, Highway Design  
**Kyle Bilodeau**, Bridge Maintainer 1, Bridge Maintenance  
**Jeffrey Keith**, Bridge Maintainer 2, Bridge Maintenance  
**Erin McCarthy**, Civil Engineer 1, Highway Design  
**Chad Hayes**, Engineering Tech 1, Highway Design  
**Matthew Lampron**, Civil Engineer 2, Highway Design  
**James Downs**, Civil Engineer 2, Construction  
**Lee Belanger**, Project Manager 4, Public Works  
**Jeremy Vega**, Laborer, Traffic  
**Arin Mills**, Engineering Tech 1, Transportation Planning  
**Omran Atiya**, Civil Engineer 2, Construction  
**Bradley Ruggles**, Highway Maintainer 2, District 1  
**Michael Walsh**, Engineering Aide 1, Materials and Research  
**Leonard Swett**, Laborer, District 2  
**Robert Hampe**, Toll Attendant 1, Turnpikes  
**Robert Kenney**, Highway Maintainer 1, District 2  
**Dennis Hill**, Highway Maintainer 2, District 2  
**Keith Snow**, Civil Engineer 3, Highway Design  
**Joseph Gore**, Bridge Maintainer 2, Bridge Maintenance  
**Elizabeth Mullikin**, Laborer, Traffic  
**Jan Rogers**, Information Center Attendant 1, District 2  
**Derek Wescott**, Bridge Maintainer 1, Bridge Maintenance  
**Phillip Thompson, Jr.**, Highway Maintainer 2, District 2  
**Kent Wyman**, Laborer, Traffic  
**Julie Saunders**, Toll Attendant 1, Turnpikes  
**James Allen**, Laborer, District 4  
**Thomas Rodier**, Information Center Attendant 1, Turnpikes  
**Mark Linteau**, Bridge Maintainer 1, Bridge Maintenance  
**Steven Deroche**, Laborer, Turnpikes

### PROMOTIONS

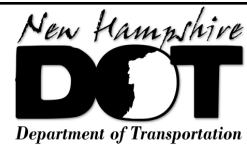
**Bruce McLaughlin**, Highway Patrol Foreman, District 3  
**William Paul LaFlam**, Highway Maintainer 3, District 3  
**Steven Huckins**, Ass't Highway Patrol Foreman, District 3  
**Richard Robinson, Jr.**, Highway Maintainer 3, District 4  
**Allen Grimes**, Highway Maintainer 3, District 4  
**Henry Descoteaux**, Drawbridge Operator, District 6  
**Daniel Boone Rondeau**, Construction Foreman, District 2

**Salvatore Rubera**, Drawbridge Operator, District 6  
**Keith Cota**, Chief of Consultant Design, Highway Design  
**Thomas Whiting**, Toll Attendant 1, Turnpikes  
**Timothy Randall**, Engineering Tech 3, Construction  
**William Watson**, IT Project Manager 2, Operations  
**David S. Smith**, Civil Engineer 5, Highway Design  
**Mary Kulacz**, Technology Training Coordinator, ITS





# SERVICE AWARDS



*July 2002 through September 2002*

## 35 YEARS

**Stanley Mullins**, Construction  
**James Whelan**, Highway Design

## 30 YEARS

**Craig Forest**, Construction  
**Bruce Crowell**, District 6  
**Rebecca Whittier**, Contracts & Finance  
**James Moore**, Right-of-Way  
**Gilbert Rogers**, Assistant Commissioner  
**John Dowie**, District 3

## 25 YEARS

**Douglas Hunt, Jr.**, Contracts & Finance  
**Richard Thoroughgood**, Bridge Maintenance  
**Jonathan Flag**, District 4  
**Jeffrey Amrol**, Mechanical Services  
**Paul Matott**, Mechanical Services  
**William Hardiman**, Highway Design  
**Donald Patten**, Highway Design  
**Timothy Laroche, Sr.**, District 4  
**Bruce Clark**, Highway Design  
**Richard Gregory**, District 2  
**Edward Gould**, District 5  
**Susan Dean-Jones**, Contracts and Finance  
**Dennis Ajemian**, Turnpikes  
**Lynn Riel**, Right-of-Way

## 20 YEARS

**Bruce Cooper**, Highway Design

## 15 YEARS

**John McVitty**, District 3  
**Dale Moulton**, District 3  
**Steven Moulton**, Information Technology Services  
**Mark Keddy**, District 5  
**Alexander Vogt**, Bridge Design  
**Bert Avery**, District 3  
**David Gilligan**, Information Technology Services  
**James Schunemann**, District 5  
**Robert Eaton, Sr.**, District 5  
**Brian Tanguay**, District 5  
**David Kitson, Sr.**, Bridge Maintenance  
**Frank Colyn, Jr.**, District 4  
**Sudhindra Luckoor**, Highway Design  
**William Rand, Jr.**, District 5  
**Glenn Roberts**, Materials and Research  
**Douglas Eldridge**, District 3  
**Cynthia Underhill**, Contracts and Finance  
**Keith Kelley**, District 5  
**Faith Ellis**, Turnpikes

## 10 YEARS

**Jason Leavitt**, Construction  
**Richard Quint, Jr.**, District 1  
**Stephen Drouin**, Materials and Research  
**Stanley Prescott II**, Highway Design  
**Lyle Knowlton**, Director of Operations  
**Clement Merchant**, District 3  
**Nathan Lewis**, Bridge Maintenance  
**James Lamora**, Mechanical Services  
**John Rice**, Mechanical Services  
**Todd Nason**, District 3  
**Mary Duhaime**, Turnpikes  
**Brian Barney**, District 1  
**Russell St. Pierre**, Environment  
**Glenn Smith**, District 4  
**Frank Trull**, Bridge Maintenance  
**Eric Fecteau**, Mechanical Services  
**Betty Gagne**, Turnpikes  
**Shawn Washburn**, Bridge Maintenance

## RETIREMENTS (years of service)

**James Nelson**, Highway Patrol Foreman, Turnpikes (22)  
**Jack Vansickel**, Highway Patrol Foreman, District 1 (24)  
**Mary Crawford-Daly**, Clerk 2, Human Resources (18)  
**Nancy Knapp**, Engineering Tech 4, Highway Design (25)  
**Thomas Drew**, Highway Patrol Foreman, District 5 (27)  
**Lewis Goodwin, Jr.**, Survey Team Technician 4, Highway Design (34)

## Aeronautics Plays Key Role In New Aircraft Rescue and Firefighting Facility

"Particularly in the wake of September 11, we can see why this kind of training is so important," Governor Jeanne Shaheen told the large dedication gathering that included firefighters from several cities and towns.

Located on a ten-acre site next to the Fire Academy off Route 106 in Concord, the \$7 million plus facility includes two mock fuselages that can be ignited by gas fires controlled by trainers in a nearby tower. Computer operated propane gas grills allow operators to simulate several different jet fuel fires in two mock airplane fuselages. Also on site is a specialized fire truck to be used specifically for the training exercises.

Just prior to the official transfer of command from the Department of Transportation to the Department of Safety, NHDOT Commissioner Carol Murray credited the NHDOT's Division of Aeronautics as "a very small, but very active" group of employees who made the facility possible.



Singled out for recognition for their contributions to the project were Senior Aviation Planner Tricia Lambert and Aeronautics Division Administrator Ron Wanner (*pictured above*).

Both of New Hampshire's U.S. Representatives were on hand to praise the new facility. Second District Congressman Charles Bass, who helped secure funding for the project, said it is on "the cutting edge of fire protection and safety". First District Congressman John E. Sununu called it "a great benefit to the cities and towns across New Hampshire, who know we're better protected and more secure because of it."

Not only are New Hampshire firefighters expected to gain valuable training, but the facility will also serve as a draw for firefighters from across the country who will be able to utilize the fire academy's dormitory and facilities.



## Safety Training For All Employees Completed - Workman's Compensation Statistics Improve

While safety training really never ends, a year-long effort by the Bureau of Human Resources to provide basic safety training to all NHDOT employees has been completed.

The NHDOT's Safety Program has a total of 29 different courses. The mandatory core safety training featured 12 of those courses, including office safety, Personal Protective Equipment (PPE), medical and first aid, fire protection, accident prevention, bloodborne pathogens and ergonomics.

According to NHDOT Safety Officer Michael McDonald, the intent of the program is twofold; to reduce the number and severity of work-related injuries and illnesses, and to comply with applicable regulatory standards governing worker safety.

There is good news on the injury front. Recent NHDOT Workers' Compensation statistics indicate a significant reduction in claims filed regarding work-related injuries and illnesses. Workers' Compensation claims dropped 25% during the year 2000 (243 to 186), and the average cost per claim went down 36% (\$4,200 to \$2,700).

"I believe this is a direct reflection of the effectiveness of our safety awareness efforts, Workers' Compensation Training and capital improvements designed to reduce risks in the workplace," McDonald says.

The NH Department of Labor gave high marks to the safety training effort.



## Jeff Brillhart Succeeds Bob Greer As Director of Project Development

An opening in a key position within the NHDOT has been filled with Executive Council approval of the nomination of David J. Brillhart to be the next Director of Project Development.

Jeff, as he prefers to be called, takes over the leadership position from Bob Greer, who left the agency after 29 years of service to accept a position with the Florida Department of Transportation.

In her nomination letter sent to Governor Jeanne Shaheen, Commissioner Carol Murray wrote that Jeff Brillhart is "...an effective, demonstrated leader that I believe can be a key component to moving this agency into a position to meet the transportation needs in the years ahead."

A 24-year veteran of the NHDOT, Jeff Brillhart began his service in the Bureau of Bridge Design. He eventually moved to the Bureau of Highway Design where he eventually was named Chief Project Manager. Among the projects Jeff has managed is the proposed \$340 million widening of Interstate 93 between Salem at the Massachusetts state line and Manchester.

For the past year, Jeff has served as the Assistant Director of Project Development.

Bob Greer had served as the NHDOT's Director of Project Development for 12 years and his knowledge and expertise will be missed.

"It was time for me to make a change and do something different, and I'm looking forward to the challenge in Florida," Greer said. "I appreciate the hard work of the folks in Project Development that made my work easier."



**Jeff Brillhart (above) is the new NHDOT Director of Project Development, replacing Bob Greer (below), who accepted a position with the Florida DOT.**



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## New Transportation Option For Some Interstate 93 Corridor Commuters

### *EXPRESS BUS SERVICE TO ANDOVER, MA FIRM FROM TWO NH PARK AND RIDES*

As many as 350 Granite State residents who work at a Massachusetts biopharmaceutical company can now take advantage of a dedicated commuter bus service that operates between Andover, MA and two New Hampshire park and rides off Interstate 93.

This new transportation option is the first-ever collaboration by the two states to provide subsidized commuter service from New Hampshire to a suburban employment center in Massachusetts.

Since April 16, the 49-passenger commuter bus has been making four morning and four afternoon runs between park and ride lots in Londonderry (Exit 4) and Windham (Exit 3) and Wyeth BioPharma in Andover.

This new bus service was developed to improve air quality, reduce traffic on I-93 and local streets, and to provide employees with a less expensive, safe and efficient means of commuting. The NHDOT is contributing \$30,000 in Congestion Mitigation and Air Quality (CMAQ) funds to the project.

"I took the new express bus this morning. It still took me the same amount of time, but about half the stress. I don't have to worry about traffic, and can do something I enjoy instead. Like this morning, I read.," said Katrina Dallaire, a Wyeth BioPharma employee from Manchester, on the first day of service.

"The ride was very comfortable and quick," said Ian Striffler, another employee from Manchester. "I'm pleased about the fact that it will save me a lot of wear and tear on my truck. I was the first rider on the express bus this morning, out of Londonderry. Given it was the 5:00 am shuttle, I napped!"

The one-way fare for Wyeth employees is \$3.00. Regular New Hampshire riders will be eligible for a guaranteed ride home in the event of an emergency.

This pilot project may help determine the viability of additional similar dedicated commuter bus services as planning continues for the widening of Interstate 93 in New Hampshire.

## DISTRICT 4 CREW CREDITED FOR IMPROVING CHARLESTOWN REST AREA

Motorists traveling on NH Route 12 in Charlestown now have a more attractive way-side area to pull off into and take a break.

Recent work at the rest area on the west side of NH 12 coordinated by Highway Maintenance District 4 involved the selective cutting of large trees by a District 4 crew and the installation of a chain link fence by a private contractor.

In appreciation of the result, Charlestown Administrative Assistant David Edkins wrote, "The removal of the large pine trees and the installation of the fence have significantly enhanced the appearance, safety and general atmosphere of the facility. Your crews did a first rate job in making this improvements (and) we hope that you pass the Town's thanks along to them as well. Your efforts in transforming this facility from a problem into an asset are greatly appreciated."

State Representative Brenda Ferland echoed the praise in a separate letter.

"Thank you gentlemen for seeing to the rest area on Route 12. By opening up the area and putting up the fence, we have noticed a decrease in 'night time activity'," Rep. Ferland wrote. "Thank you again for seeing to a long overdue



The removal of trees from the island of this wayside area in Charlestown has made it more attractive and safer for motorists.

project."

District 4 crewmembers contributing to the improvements included: Robert Stocker (Foreman), Paul Souza (Assistant Foreman), Don Murdock (Assistant Foreman), and Highway Maintainers Montgomery "Smurf" Davis, George Lathrop, Scott Burns, Arthur Grenier and Chester Bigelow.

## State Employees Can Win Big Bucks By Participating in "Kill-A-Watt" Challenge



Looking for some extra cash?  
Anxious to prove what you can do?  
Not afraid of a little competition?

Then maybe you are ready for the Governor's Office of Energy and Community Services' "Kill-A-Watt State Employees Conservation Challenge, a unique competition where you can put energy conservation ideas to work and possibly win a cash prize!

The contest is open to all New Hampshire state facilities and employees only, between June 1 and November 30, 2002. Contestants will form Building Energy Conservations Teams (E-Teams). The three teams who can save the most energy will win awards totaling up to \$10,000 through the Employee Incentive Award Program.

Each team must submit a team roster and facility survey form to the Governor's Energy Office. Total energy saving will be measured from

the date a team enters the competition, which can be any time during the six month contest.

Measures eligible for conservation are "no-cost" efforts only, affecting the use of electricity, natural gas, propane, fuel oil and steam.

Examples of possible energy saving initiatives include: turning off photocopiers, computers and printers at night, eliminating unnecessary hotplates, coffee pots and other appliances, and adjusting thermostats and air conditioning a few degrees both in warm and cool weather conditions.

The cheapest energy is that which is not used. According to the Governor's Energy Office the State of New Hampshire currently spends about \$18 million on energy every year.

For more information on the "Kill-A-Watt Challenge", check out the competition rules on the web at <http://www.nhecs.org/> or contact State Energy Manager Hamilton McLean at 271-2570.



THE PARTNERSHIP FOR A

## Effort Launched To Encourage Bus and Rail Travel Along I-95

**smart**alternative Choose To Take a Ride For the Better



The NHDOT have joined in a new partnership with the Maine Department of Transportation and the Maine Turnpike Authority to try to reduce congestion along the Interstate 95 and Spaulding Turnpike corridors.

"The Partnership for a Smart Alternative" was launched June 19 in a media campaign that includes an Internet web site (<http://www.smartalternative.org/>) and some television advertising.

"The partnership is a significant step in an ongoing effort to encourage travelers to utilize alternative means of transportation. It is also symbolic that Maine and New Hampshire have aligned for a single purpose, to reduce congestion on major transportation arteries through both states," says NHDOT Commissioner Carol Murray.

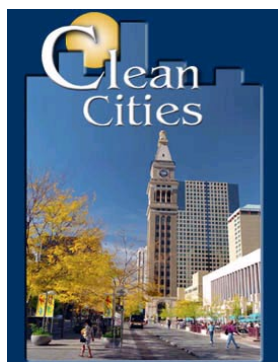
The smart alternative website makes the following case for the bus or train option: "Going along for the ride on the bus or the train are smart alternatives to driving your personal vehicle."

Here's why:

- Convenient schedules let you travel at your leisure.
- On-board amenities make for a pleasant travel experience for the whole family.
- When you're not driving, you can be relaxing or getting some work done.
- Reducing vehicle emissions is good for the environment.

What's more, the bus and the train allow you to:

- Travel directly to key transportation centers, including Logan Airport, the Portland International Jetport, Manchester Airport and major interstate rail stations.
- Leave traffic headaches behind.
- Save the hassle of driving and parking in congested, unfamiliar areas.



### NHDOT Signs On As Partner In Granite State Clean Cities Coalition

The NH Department of Transportation is part of a new state initiative aimed at improving New Hampshire's air quality and dependence on foreign oil.

The Granite State Clean Cities Coalition is trying to expand the use of alternative fuels, such as natural gas, electricity and propane, in motor vehicles across the state. The coalition of 40 state agencies, businesses and communities evolved from a project that added alternative fuel vehicles to the state's fleet.

"For the future of our state's environment and economy, we must reduce our dependence on foreign oil and look toward new technologies and new solutions to meet our energy needs," said Governor Jeanne Shaheen.

According to MaryAnn Manoogian, director of the Governor's Office of Energy and Community Services, the transportation sector accounts for 27 percent of the total energy use in the United States, and 67 percent of total petroleum use. Coalition goals include doubling the number of alternative fueled vehicles (AFV) in New Hampshire from 196 to 392 by 2006 and expanding the alternative fuel refueling infrastructure.

The NHDOT's alternative vehicle fleet, managed by the Bureau of Mechanical Services, includes four Honda Civics, a 15-passenger Dodge van fueled by compressed natural gas and a electric-powered Chevy Geo car.

Also located at the Mechanical Services facility in Concord is a compressed natural gas refueling station.



## LETTERS

We live on Route 12 in Plainfield, and for the past couple of months, we have traveled past a project to replace a bridge just north of our house...sometimes more than six times a day.

We have had ample opportunity to observe the progress toward completion. We have been more than pleased that the state workers have arrived to work early, work in bad weather, maintain an orderly and safe job site, always seem to be on the job, not on breaks, and have achieved an aesthetically pleasing bridge that looks like it will last for a long time.

I'm sure I speak for many on our route when (we) say thank you for a job well done!

Walter and June Grevatt  
Plainfield, NH

**Editor's Note:** Bridge Maintenance Crew 4 members working on this project include: Leland Atwood, John Clough, Shawn Washburn, Richard Armstrong, Gene Sanborn, Ed Ayers and Roger Gonyo.

I would like to take this opportunity to thank all the people who donated sick leave to me. It was such a great feeling to know so many people were offering to help (even people I didn't know).

Knowing that I didn't have to worry about how I was going to get paid every two weeks was very comforting. Thanks to all the great people in Transportation Planning who treated me like family. What an awesome group of people!!

I would also like to thank the very thoughtful people in the Bureau of Turnpikes who took me in for an extended winter assignment and treated me like one of their own. I appreciate all the nice things that the DOT employees have done for me. Thanks again!!!

Tom Cahill

**Editor's Note:** Tom Cahill worked for the NHDOT for nearly 11 years, most recently as an Engineering Tech 2 in the Bureau of Transportation Planning.

## On the Move

July 8, 2002

I am an attorney practicing here in Concord. I am also a member of the New Hampshire State Highway Lay-Out Commission. On a personal level, I am under treatment for high blood pressure.

On the morning of July 3, 2002, I was driving southbound on Interstate 93 to my office. I began to experience dizziness and disorientation, forcing me to pull over. I put on my hazard lights and prayed for help.

No one stopped - except Scott Carlson. He saw my car, my feeble wave and instantly activated his light. He backed his truck down the break-down lane (during a busy, dangerous commuter hour) and came right back to my car. I asked for medical assistance. Scott immediately called, reassured me, and even positioned his truck so as to shield me from oncoming traffic. He stayed right with me until the State Police and ambulance arrived. I was then transported safely to Concord Hospital for treatment.

I do not know what would have happened if Scott had not stopped. To say that I was frightened would be an understatement. If ever there was a definition for "Good Samaritan", his name should be placed beside it. He was polite, concerned and gentlemanly. If all of our State Employees are of his caliber, then we should be rightfully proud.

Jean E. Sokul  
Concord, NH

**Editor's Note:** Scott Carlson is a contract administrator in the NHDOT's Bureau of Construction.

### Surprise Picnic at Turnpikes For Harvey Goodwin



Fellow Turnpikes employees surprised Administrator Harvey Goodwin with a luncheon picnic on June 27 to honor him for his 30 years of service to the NHDOT. Harvey (front row, in shorts) began his career in the Construction Bureau before moving on to Bridge Maintenance and then to Turnpikes five years ago.





**Jaffrey Police Department**

April 12, 2002

Dear Commissioner Murray,

As your 24 hour winter dispatch coverage ends, and on behalf of the town of Jaffrey and its residents, I would like to thank you for the very excellent service that your crews (District 4) made available on the state roads in New Hampshire.

Your hard work in making our roads safe this past winter is greatly appreciated.

Robert A. Pello  
Chief of Police

**City of Manchester  
Department of Highways**

On behalf of the City of Manchester and the Department of Highways, I want to thank you for the Department of Transportation's assistance for emergency inspection of the Bridge Street Bridge. As you know, the Bridge Street Bridge was damaged by fire on Friday evening, April 12, 2002. The bridge was immediately closed to traffic until the City, through their consultant, Hoyle, Tanner, & Associates, Inc. (HTA) could perform a detailed inspection to determine the extent of damage and if the bridge could be reopened to traffic.

The City does not own a bridge inspection vehicle capable of assessing all portions of the underside of this bridge. We greatly appreciate the DOT's response to our situation in volunteering the services and use of the State's bridge inspection vehicle and crew to assist the City and our consultant. We recognize the exemplary effort on behalf of the DOT to not only volunteer their equipment and services, but to also organize staff and equipment over the weekend for arrival in Manchester on Monday morning.

The NHDOT bridge inspectors and crew were very cooperative and helpful to HTA, who performed the actual inspections. Again, thank you very much for the assistance you have provided to the City of Manchester.

Kevin A. Sheppard, P.E.  
Deputy Public Works Director.

*Editor's note: The above letter was sent to David Powelson in the NHDOT's Bureau of Bridge Design.*

June 7, 2002

On Wednesday, June 5th, we came through your northbound toll gate in Bedford.

We were traveling in an RV, towing a car. We paid our toll and started along, but stopped when we heard the attendant call to us. He had seen we had a left front flat tire on the tow vehicle and was thoughtful enough to call out and inform us of our problem, suggesting we could pull over in the adjacent parking area to change it, which we did.

We thank Don Moreau for his helpfulness and congratulate you on hiring such nice people!

Earle and Gretta Peaslee  
Center Sandwich, NH

June 10, 2002

Dear (Commissioner Murray):

I wish to thank you for the kind comments in your recent "Commissioner's Corner" columns in both the *NH Highways* magazine and the Department's *On the Move* newsletter.

As you are well aware, worthwhile accomplishments require the efforts of many people. Had I had the opportunity, the "Honor Road" Award would have been accepted on behalf of the entire Bureau of Highway Maintenance as no one individual can achieve success without the full support and cooperation of many individuals. I had the good fortune to have been a part of a large organization of exceptionally talented and dedicated people, who worked well together to achieve the many tasks comprising highway maintenance operations.

So the real honor belongs to the many people who serve Highway Maintenance and I had the honor of working with them in the pursuit of our goals.

Sincerely,

Robert A. Hogan, Sr.  
Wolfeboro Falls, NH



## NHDOT People



Two veteran NHDOT Bridge Maintainers were recently presented 25 year service certificates and pins by Bridge Maintenance Administrator Ed Welch. John Leonard (Bridge Crew #2) (above) is a resident of Center Ossipee, and Larry Zimmer (Bridge Crew #3) (below) lives in Plymouth.



A memorial fund has been established at the New Hampshire Federal Credit Union in Concord to benefit the family of Glenn Duffin, Jr., an employee of the NHDOT's Bureau of Transportation Planning who died June 19 in a motorcycle incident.

Those who wish to donate in Glenn's memory to help his wife and three children can send or drop off checks to the following address:

**NHDOT Glenn R. Duffin Jr. Memorial Fund**  
New Hampshire Federal Credit Union  
70 Airport Road  
Concord, NH 03301

## On the Move

### Michael McDonald Is New Health and Safety Officer

The NHDOT's new Health and Safety Officer has more than 17 years of experience as a senior Health and Safety Manager in both light and heavy industry.

Michael McDonald has a Bachelor's Degree in Safety Engineering Technology and Fire Protection. He has also served as a certified respiratory therapist and has an Associates Degree in Liberal Arts and Sciences.

McDonald has extensive experience in developing and implementing safety performance improvement programs resulting in cost reductions, lost control improvements and lower injury/illness rates. He brings with him strengths in the safety arenas of Worker's Compensation, Environmental Auditing and ISO projects, as well as Quality and Team initiatives.

Mike McDonald's office is in the Bureau of Human Resources. He can be reached at 271-8023.

Dear Mr. Wayne Burt,

Thank you very much for setting aside time to assist me with my senior seminar project. Your assistance was extremely helpful and greatly appreciated.

David Shiappa  
Seabrook, NH

*Editor's note: Wayne Burt, Consultant Supervisor in the Bureau of Highway Design, advised David Schiappa on the environmental aspects of the highway design process.*

On June 26, 2002, on a very hot afternoon as I was driving home on Route 95, one of my tires blew out. After a short while a Department of Transportation truck, with yellow light blinking, drove up.

David Wilson got out of the truck and asked if I was all right. I thanked him and told him that I was ok and that I had called AAA. He then pulled on his reflective vest and, although it was quite hot and he was at the end of his work day, proceeded to change the tire.

I thought you would want to know how appreciative I am, but also how generous and responsible one of your employees was.

Rep. Marjorie Smith  
Durham, NH

*Editor's note: The above letter was sent to Commissioner Carol Murray. David Wilson (Turnpikes Bureau) is a Heavy Equipment Mechanic who works at Hampton Maintenance.*

## Route 101 Expansion Project Wins "Outstanding Engineering Achievement Award"

It took decades of debate to reach an agreement and another decade to construct. Now the many people responsible for the NH Route 101 expansion project have been recognized for their efforts.

The Route 101 project has been selected for the "New Hampshire Outstanding Civil Engineering Achievement Award for 2001" by the New Hampshire section of the American Society of Civil Engineers.

The idea for the 17.4 mile widening project between Epping and Hampton dated back to the 1950's as part of a full four lane limited access highway from Manchester to the seacoast.

According to the introduction of the 24-page application prepared by Bill Lambert (currently Administrator of the Traffic Bureau), "the project challenged engineers at every level. The political nature of the project and the delay to construction created by the prolonged permit process constrained the design schedules so that later projects were designed while the existing conditions were being modified by earlier projects."



The criteria that the Award Jury found persuasive in the Route 101 application included: "The contribution to the welfare of the citizens of New Hampshire, energy conservation, and resourcefulness in the planning and solution of design problems."

The two major benefits of the 101 expansion project were improved highway capacity and greater highway safety.

*Editor's note: With apologies to those left out, here is an "off the top of the head" list compiled by Bill Lambert of those current and former NHDOT employees who played key roles in the NH 101 Expansion Project.*

**Roger Sanborn**, Project Manager  
**Ted Kitsis**, Project Manager, Consultant Section  
**Victoria Chase**, Consultant Section  
**Bill Lambert**, Consultant Section  
**Wayne Burt**, Consultant Section, Highway Design  
**Bob Ollila**, Consultant Section, Highway alumni  
**Pete Clary**, Consultant Section, Highway alumni  
**Joe Kieronski**, Consultant Section, Bridge  
**Steve Liakos**, Consultant Section, Bridge  
**Bob Landry**, Consultant Section, Bridge  
**Den Danna**, Environment  
**Tom Cleary**, Materials and Research

**Frank Bauer**, Construction  
**Lynn Mayville**, Construction  
**Paul Metcalf**, Construction  
**Nasser Yari**, Construction  
**Dave Rodrigue**, Construction (now Traffic)  
**Adam Chestnut**, Construction  
**Paul Nadeau**, Construction  
**Conrad Skov**, Construction  
**John Locke**, Construction  
**Pete Blaisdell**, Construction alumni  
**Dave Foster**, Construction alumni

### Consultants

Normandeau Assocs.  
McFarland-Johnson  
Webster-Martin  
CLD  
Rist-Frost  
Holden Engineering

### General Contractors

Audley Construction  
H.E. Sargent  
Severino  
George Cairns & Sons  
S.U.R. Construction  
E.D. Swett



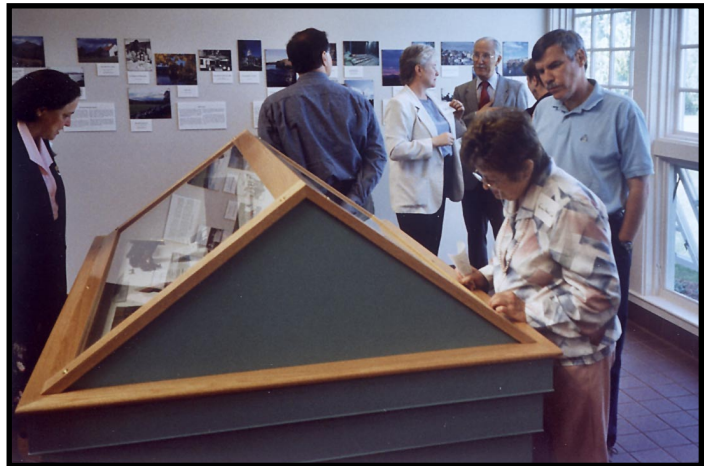
## ARTWORK ADS TO THE ATTRACTION OF NEW NASHUA WELCOME CENTER

*Teaming With The State Arts Council Has Also Included Salem and Seabrook Facilities*

Visitors entering New Hampshire along the southern border get more than just a welcome break and friendly service when they stop at a Welcome Center in Nashua, Salem or Seabrook. They are also treated to visual displays of photography and artwork that make them want to explore more of the Granite State.

The state's newest welcome center, off Exit 6 of the Everett Turnpike in Nashua, is the latest rest area to feature exhibits that include works of local artists and promote the natural resources, history and culture of the state and region. It's also the latest successful collaboration of the NHDOT and the State Arts Council.

"The Nashua Welcome Center demonstrates how seemingly unlikely parts, highways and arts, can successfully collaborate on projects to weave the



arts into people's daily lives," says State Arts Council Director Rebecca Lawrence. "This is the third project of this kind that we have been privileged to work on with the DOT, and we hope to continue the partnership indefinitely."

A May 23 ceremony recognized the new exhibit that features the works of 40 artists from Nashua and around the state, as well as artifacts from the Nashua Historical Society. The curious can see such items as a photo of the one-time Nashua Dodgers Don Newcomb and Roy Campanella, or an empty bottle of Russian dressing invented by a Nashua resident. Like the Salem and Seabrook exhibits, all of New Hampshire's tourism regions are promoted with scenic photos.

"They're (the art pieces) all great," Information Center Attendant Joyce Clement told the *Nashua Telegraph*. "Yes, I'd have to say people are lingering longer now that the artwork is here."



**Joyce Clement, Ed Pinell and Raejean Lester are some of the friendly NHDOT employees who greet visitors to the Nashua Welcome Center. All three say they love their jobs.**

## Expanded Welcome Center in Colebrook Includes Great North Woods Interpretive Center

Visitors to New Hampshire's most northern Welcome Center on U.S. Route 3 in Colebrook are now being greeted by exhibits and information provided by the U.S. Fish and Wildlife Service.

The Great North Woods Interpretive Center opened on May 18 as part of extensive renovations that include the addition of 1,500 square feet to the building. The North Country Chamber of Commerce has an office and conference room in the renovated section of the rest area. The interpretive center includes exhibit space, tourism information, a regional calendar of events and information on the Silvio O. Conte National Fish and Wildlife Refuge.

The purpose of the interpretive center is to highlight the culture, natural diversity, history, tourism, business and recreational features of the upper Great North Woods region of New Hampshire.

Visitors will also learn about the role of the U.S. Fish and Wildlife Service and the National Wildlife Refuge System. A series of seasonal natural history displays began with this year's topic, "Conserving Grasslands."

The total cost of the renovation project was \$232,000. Staffed by NHDOT personnel, the renovated Colebrook Welcome and Interpretive Center is open daily from May 18 to October 18.

## Turnpikes Project Aims To Improve Traffic Flow At Hampton Toll Plaza

### *Interstate 95 Roadway Widening and Sign Improvements Paying Off*

If the July 4 holiday weekend is any indication, a \$2.2 million project to widen the approaches to the Hampton Toll Plaza on Interstate 95 will be a great investment.

Initial indications are that northbound traffic is flowing better and the peak time lines are shorter following the completion of the first phase of the project.

The project includes widening the toll plaza approaches for 1.8 miles south of plaza and 1.3 miles north of the plaza. Sign improvements include designating lanes for truck traffic and encouraging exact toll fares (\$1 for passenger cars to save time).

The southbound phase of the project begins in September and will be completed by November 15.



This northbound view looking towards the Hampton Toll Plaza on I-95 on July 3 shows traffic flowing smoothly on the newly widened approach. The southbound phase of the project will get underway in September and be completed this fall.

### *Berlin and Gorham Welcome Interstate 93 Sign*



Berlin and Gorham officials are hoping a new sign on Interstate 93 just above Franconia Notch will send more visitors their way. "Now travelers on I-93 will know where we are and that Berlin and Gorham is a vibrant section of the state," Berlin Mayor Robert Danderson said at the July 8 sign unveiling. Helping to make sure the event went without a hitch was the Traffic Bureau's Joe Giunta (center).

### *State Senate Proclaims Aviation Education Week*



The NH State Senate has recognized the work of the New Hampshire Aviation and Space Education Council by declaring a week in December 2002 as Aviation Education Week. The group includes such organizations as the Civil Air Patrol, the Christa McAuliffe Planetarium and the Federal Aviation Administration. Among those in the above photo are Alan Dobrowolski, NHDOT Division of Aeronautics (back row left), and Julie Selstam, Federal Aviation Administration (front right), who serve as advisors to the group, and Senate President Arthur Klemm (back right).

*Thank you for sponsoring us at the 2002 NH ACE Camp so that we could learn to fly and maybe even become a pilot later on in our lives.*

*The Class of 2002 ACE Camp*

*Editor's note: Eight campers, ages 10-13, participated in this year's ACE Camp July 8-12 at Daniel Webster College in Nashua. The NHDOT's Division of Aeronautics was a co-sponsor.*



*Roads Once Traveled...*



These four retired NHDOT District Engineers not only traveled more than their share of roads during their tenures, but also made sure thousands of others made it safely to their destinations. Pausing during a tour of the renovated Morton Building were: (left to right) Center Sanders, District 4 Engineer from 1989-2001; Richard Heath, District 2 Engineer from 1973-1989; John P. Hayes, Jr., District 6 Engineer from 1986-1989; and Bob Dodge, District 4 Engineer from 1972-1979.

**NH DEPARTMENT OF TRANSPORTATION**  
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**John O. Morton Building**  
**1 Hazen Drive**  
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